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SKRYDLOFF VS. SKRYDLOFF.

The Russian commanders in the far east, according to the New York Times, seem to labor under some fatal necessity of saying foolish things as soon as they attain the very unenviable eminence of becoming responsible for the military or naval operations of their country against the Japanese. That fine old Russian gentleman the late Admiral Alexieff talked after his kind before and at the outbreak of hostilities. But General Kuropatkin, who has a very high reputation for good sense and discretion, permitted himself to indulge in the most bombastic and absurd brag, even after the initial successes of the Japanese had shown that that was no way to talk. The lamented Admiral Makaroff was the exception. He did his best and said nothing.

As for Admiral Skrydloff, after beginning the interview that was expected to hearten up Russia with the sensible statement that he would not expose his few remaining warships to the superior Japanese force, he wound it up by avowing that he meant to put both Port Arthur and Vladivostok on his visiting cards, and to spend his time in cruising with his united squadron between the two ports.

This declaration is evidently inconsistent with the other. Moreover, it is absurd in itself. To unite his squadrons he must send one of them to the port of the other or start them both out to meet at sea. In either case he would expose his ships before reuniting them to a superior force of Japanese and to do precisely the thing he had already said he would not do. The contradiction does not speak well for the balance of the admiral's judgment.

And, indeed, it is questionable whether he does his judgment much credit by saying that "the warships we still have we must keep at all costs." Doubtless it would be a great blow to Russian pride to abandon those ships. But it is the opinion of some Russian military men who know the situation that the sacrifice should be made. General Dragomiroff is one of the most respected of Russian soldiers and military writers. He has a mind to speak and he speaks his mind. And has given public utterance to his opinion that the Russian campaign would be greatly strengthened by the abandonment of Port Arthur, including the ships, and by the withdrawal of the troops and the sailors to the interior. According to him, Port Arthur is so advanced and so exposed that it is simply a burden upon the Russian strength rather than an addition to it, and that it were better it should be abandoned, destroying the ships and guns that cannot be moved, than that it should be left for the enemy to capture. If this advice were adopted, to be sure the question would arise for what the Russians were fighting. With the entire littoral of the Sea of Japan, the Korean gulf, and the Gulf of Liaotung abandoned to the Japanese, what more should the Japanese want, or, having got these things, why should they pursue the Russians to their fastness in northern Manchuria and in Siberia?

BOSTON'S PUBLIC CHARITY.

By the recent publication of the annual report of the Boston board of overseers of the poor a good deal of interesting information is given on some of the social problems of that city and incidentally the fact is disclosed that the problem of the poor in the United States is not so complex but what it may be virtually solved if due attention be given to it in a spirit sympathetic but not sentimental, so that there will be no error either on the side of indifference to the needs of deserving people who are in distress or of overgenerosity to the undeserving who habitually prey upon both public and private charity.

The most notable feature of the report as presented in a summary given by the Boston Transcript is contained in the statement:

"While the population of Boston has increased in the last 20 years from 379,129 to 607,697, an increase of 228,568 persons, the number of families aided by the overseers has actually decreased from 4075 to 2346, a decrease of 1729 families. In the same period the average cost per family has increased from \$16.93 per family to \$29.92 per family; the amount of aid given directly to the poor in 1902 being \$72,408.34 to 2420 families, while the amount so given in 1883 was \$68,989.09 to 4075 families."

These figures showing a remarkable decrease in the number of families receiving aid from the city, while at the same time there is an increase in the

amount of money granted for aid, is said to be due to the fact that the overseers are now giving closer attention to their duties than formerly. The result is the city is no longer granting money to families that do not deserve it, and as a consequence is able to give more effective aid to those who do deserve it.

Another interesting feature of the report is the showing made of the work of the Wayfarers' lodge, an institution where tramps are taken care of. The lodge is open until midnight throughout the year and all applicants for lodging are received. In former years it was the custom to limit the number of consecutive lodgings to three for each man, but the rule worked badly, for it enabled habitual tramps to solicit money for lodgings on the ground that having been three consecutive nights at the lodge they would not be received there again. Each applicant is given a bath, a bed and a breakfast, being required to do two hours' work at wood sawing in return.

Efforts are made to get work for all who deserve it, but in many cases it is clear there is no desire of that kind on the part of the applicant for lodging. The report says: "We try to do something to help the applicant to a better life. Suggestions of places where he can apply for work are often made and encouragement is given to apply at the Industrial Aid Society across the street for work. We are able to influence but a small proportion to make any effort to help themselves."

The solution of the tramp problem it seems will have to be effected by something in the nature of compulsory work or at least upon a policy of no work no food. The Boston overseers say: "Tramping as an evil, as a disease of the body politic, would entirely disappear were it possible to apply the work test in every city and town of the country. Wherever it has been tried it has proved most efficacious, but most communities consider the expense of applying it too great. It would seem as if groups of small towns could combine together and maintain a tramp house with a work test, sharing the expense in proportion to the valuation or population of the respective towns. In this way the expense would not bear too hard on any one town."

The recent shooting affray at Corvallis, resulting in the death of a dissolute young man and a former officer of the county and the wounding of another officer, does not speak well for the authorities of the town. Keady, whose carouse ended in the killings, was 18 years of age, and the dispatches assure us he had long been a terror in the community. With other lads of tender years, he had carried his misdeeds to an extent that made people fearful of their lives, and the end of it all was a fitting one. But it is not clear that the town officials should not long ago have suppressed this vicious youth. Had they attended to their duty in the premises, Keady would have been kept confined in jail, or, if the occasion had arisen, shot down like a dog—a fate quite well deserved by the "bad man" whose acts are calculated to terrorize decent people. Whenever the municipal authorities of any town permit some lad of 18 years, or, for that matter, any other person, to run things, they are derelict in their duty. The tragedy enacted on the streets of the town was largely due to the failure of the officers to properly perform their sworn duty. Corvallis' name is not any too enviable, and this latest affair will not help it any.

The reproduction of Fort Clatsop at the St. Louis fair will as much resemble the original post as the Oregonian building might. It is not in keeping with historical accuracy to advertise to the world that this reproduction is similar to the original design of the fort. The reproduction is a marvel of modern ingenuity, speaking volumes for our present mechanical status, but Lewis and Clark, suddenly returning to earth and visiting the fair, would never recognize in it the huts which, built within a high-board fence, they occupied just back of Astoria 100 years ago. The false impression should be corrected.

No matter what the bitterest enemies of David B. Hill may say against him, no one of them will venture to deny that he has exhibited skill, ingenuity, resourcefulness and ability in digging himself out of the political grave in which his own party had buried him. There are some democrats who will break out of their coffins and raise a rumpus, in spite of all that Murphy and Cockran and Grady and the other Tammany orators and leaders can do in the way of holding down the lid.

Of course, the regatta will be held. The business men should not be slow in making known their wishes to the Push Club committee which will call upon them, and should likewise promptly inform the committee just how much financial support the carnival may be calculated to receive.

Even in the worst of wintry weather in this most angry of Aprils, open cars are seen in our streets. Surely the managers of the surface lines are not anxious for the promotion of pneumonia?—Tribune.

Bourke Cockran, Littlefield, Dalzell and Williams (the latter the minority floor leader) are having lots of fun in congress. Well, that's what congress is for.

It's up to the conservative press to dub Congressman Hearst' new-born child the yellow kid.

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NEW YORK TOO SLIPPERY.

Ex-Speaker Henderson Will Not Spend Another Winter There.

New York, April 28.—Regarding reports from Dubuque, Ia., to the effect that he will return to Iowa and reside there permanently, General David B. Henderson, formerly speaker of the house, admits that he never will spend another winter in New York. The ex-speaker has been practicing law here since retiring from politics and is now attorney for several large corporations, but he declares the streets are too crowded and the sidewalks too slippery in winter for a person with only one leg to get about without risking his life.

"As for leaving New York entirely, I have no definite plans," he said. "I wish to go where I please and there is no reason why I should not. My family is scattered from the east to California."

The Northern Pacific Railway Company will place round trip tickets from Portland to St. Louis and return on account of the world's fair on sale as follows:

May 11th, 12th and 13th.
 June 16th, 17th and 18th.
 July 1st, 2nd and 3rd.
 August 8th, 9th and 10th.
 Sept. 5th, 6th and 7th.
 October 3rd, 4th and 5th.

The round trip rate to St. Louis and return from Portland will be \$67.50. Tickets will be good for return via any direct line.

A round trip rate of \$72.50 will also be made from Portland to Chicago and return.

If a passenger desires to take in both Chicago and St. Louis the round trip rate will be \$75.00.

All tickets will be good for 90 days from date of sale. Tickets will be good going ten days from date of sale so that a limited stop-over can be had on the going trip and on the return trip passengers can stop at their pleasure west of the Missouri river or St. Paul. These rates apply via direct lines, but if passenger wishes to return through California tickets can be sold accordingly, but at an increased rate of \$13.50 added to above.

For any additional information desired, call or address A. D. Charlton, Assistant General Passenger Agent, Northern Pacific Ry., 255 Morrison street, corner of 3rd, Portland, Ore.

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Atlantic Express 8:15 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	9:00 a. m.
St. Paul Fast Mail 7:45 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East	8:00 p. m.

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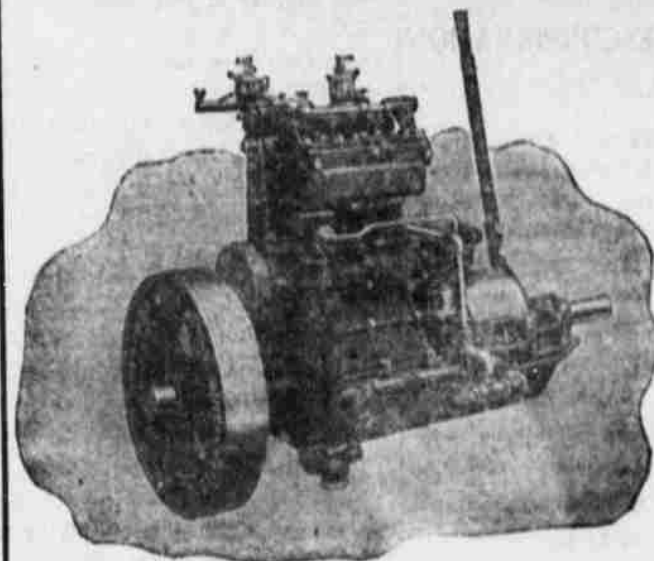
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LEAVE	PORTLAND	ARRIVE
8:00 a. m.	Portland Union Depot	11:10 a. m.
7:00 p. m.	Portland Union Depot	9:40 p. m.

ASTORIA		
7:45 a. m.	For Portland and Way Points	11:30 a. m.
6:10 p. m.	For Portland and Way Points	10:30 p. m.

SEASIDE DIVISION		
8:15 a. m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	7:40 a. m.
11:35 a. m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	7:20 p. m.
5:50 p. m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	9:25 a. m.

6:15 a. m.	Seaside for Warrenton, Flavel, Stevens, Hammond and Astoria	12:00 p. m.
9:00 a. m.	Seaside for Warrenton, Flavel, Stevens, Hammond and Astoria	7:20 p. m.
2:30 p. m.	Seaside for Warrenton, Flavel, Stevens, Hammond and Astoria	9:25 a. m.

*Sunday only. All trains make close connections at Seaside with all Northern Pacific trains to and from the East and Sound points. J. C. Mayo, General Freight and Pass. Agent.